

SUMMARY and FISCAL NOTE*

Department:	Dept. Contact/Phone:	CBO Contact/Phone:
Seattle Dept of Transportation	Bill LaBorde/206.484.8662	Aaron Blumenthal/206.233.2656

** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title: AN ORDINANCE relating to grant funds from the United States Department of Transportation and other non-City sources; authorizing the Director of the Seattle Department of Transportation to accept specified grants and execute related agreements for and on behalf of the City; amending Ordinance 126237, which adopted the 2021 Budget, including the 2021-2026 Capital Improvement Program (CIP); changing appropriations for the Seattle Department of Transportation; revising allocations and spending plans for certain projects in the 2021-2026 CIP; and ratifying and confirming certain prior acts.

Summary and background of the Legislation: This Council Bill proposes the acceptance of up to 6 grants from various agencies, 4 of which would help fund the West Seattle High Bridge repair (which, along with the Low Bridge shoring and Reconnect West Seattle traffic mitigation projects, make up the West Seattle Bridge Immediate Response program). These include a recently awarded USDOT INFRA grant of \$11,250,600 and a \$12,000,000 WSDOT Local Bridge Program grant. Port and County contributions are anticipated but not yet secured as of the writing of this summary.

Beyond the West Seattle program, this legislation accepts added contingency funds from PSRC in the amount of \$700,000 for the 15th Ave S Improvements Project, now in construction; and a \$1,500,000 grant of WSDOT Pedestrian & Bicycle Program funds to plan and design a series of safety improvements along the Aurora Ave N corridor.

Because of the urgency of the West Seattle Bridge repair project, or because of grantor requirements, all grants listed in the accompanying legislation must be accepted and obligated before Council is expected to adopt the Third Quarter Supplemental Budget in late November. None of these grants had been secured or anticipated when the 2021 Budget was adopted, or when the Second Quarter Supplemental Budget was transmitted, to Council.

This legislation also appropriates the funds for the 15th Ave S and Aurora Ave N projects. We anticipate appropriations of the West Seattle Bridge grants in the 2021 Q3 Supplemental and the 2022 Budget Submittals.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? X Yes ___ No

Project Name:	Project I.D.:	Project Location:	Start Date:	End Date:	Total Project Cost Through 2026:
West Seattle Bridge Immediate Response	MC-TR-C110	West Seattle Bridge Spanning the Duwamish	2020	2022	\$162,634,000
Vision Zero	MC-TR-C064	Aurora Ave N	2021	2023	\$30,341,000
Arterial Asphalt & Concrete Program Phase II	MC-TR-C033	15 th Ave S	2018	2021	\$224,420,000

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? Yes No

Appropriation change (\$):	General Fund \$		Other \$	
	2021	2022	2021	2022
	0	0	2,200,000	0
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2021	2022	2021	2022
	0	0	2,200,000	38,250,600
Positions affected:	No. of Positions		Total FTE Change	
	2021	2022	2021	2022
	0	0	0	0

Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?
 No.

Is there financial cost or other impacts of *not* implementing the legislation?
 The City will lose out on millions of external funding for transportation projects.

3.a. Appropriations

This legislation adds, changes, or deletes appropriations.

Fund Name and number	Dept	Budget Control Level Name/##*	2021 Appropriation Change	2022 Estimated Appropriation Change
Transportation Fund – 13000	Transportation	BC-TR-19001	\$700,000	\$0

Transportation Fund – 13000	Transportation	BC-TR-19003	\$1,500,000	\$0
TOTAL			\$2,200,000	\$0

*See budget book to obtain the appropriate Budget Control Level for your department.

Is this change one-time or ongoing?

One-time.

Appropriations Notes:

3.b. Revenues/Reimbursements

X This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from this Legislation:

Fund Name and Number	Dept	Revenue Source	2021 Revenue	2022 Estimated Revenue
Transportation Fund – 13000	Transportation	USDOT – Infrastructure for Rebuilding America (INFRA) Grant Program	\$0	\$11,250,600
Transportation Fund – 13000	Transportation	State of Washington - STP pass through	\$0	\$12,000,000
Transportation Fund – 13000	Transportation	Port of Seattle	\$0	\$10,000,000
Transportation Fund – 13000	Transportation	King County	\$0	\$5,000,000
Transportation Fund – 13000	Transportation	Puget Sound Regional Council - STP pass through	\$700,000	\$0
Transportation Fund – 13000	Transportation	State of Washington	\$1,500,000	\$0
TOTAL			\$2,200,000	\$38,250,600

Is this change one-time or ongoing?

One-time.

Revenue/Reimbursement Notes:

3.c. Positions

 This legislation adds, changes, or deletes positions.

4. OTHER IMPLICATIONS

- a. Does this legislation affect any departments besides the originating department?

No

- b. Is a public hearing required for this legislation?

No

- c. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No

- d. Does this legislation affect a piece of property?

No

- e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

The traffic impacts of the closure of the West Seattle High Bridge are most felt in Lower Duwamish communities like South Park, Georgetown and Highland Park which are home to a much higher than average proportion of BIPOC people, including some of Seattle's largest immigrant and refugee populations. Reopening the bridge will alleviate these impacts. The same is true with 15th Ave S and Aurora Ave N improvements that would be made possible by the PSRC and WSDOT Pedestrian and Bicycle Program grants.

- f. Climate Change Implications

1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?

No.

2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.

No direct positive or negative impact on resiliency related to this legislation.

- g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).

s N/A

List attachments/exhibits below: